

BookletChart™

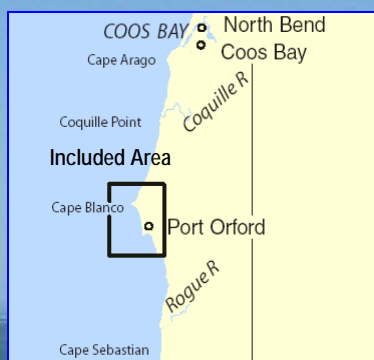
Port Orford to Cape Blanco

NOAA Chart 18589

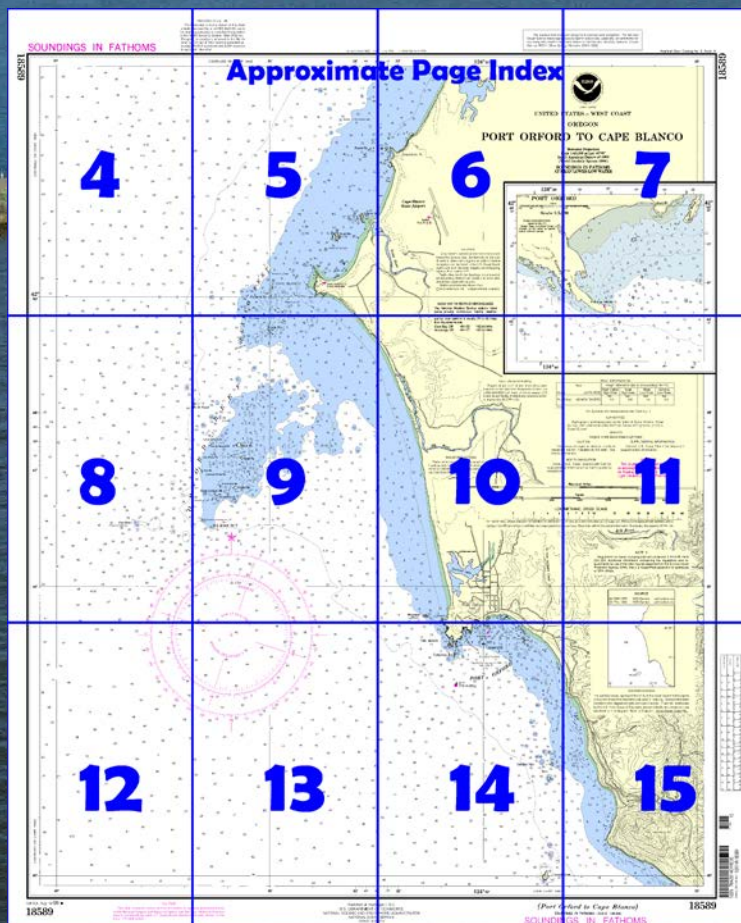


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18589>.



(Selected Excerpts from Coast Pilot)

Cape Sebastian is 33.5 miles N of Point St. George. A rock covered 1¼ fathoms that seldom breaks is 0.5 mile offshore, 0.9 mile NW of the W extremity of the cape.

Rogue River, 6 miles N of Cape Sebastian, is an important sport fishing stream. Several float landings and a hoist for trailer-drawn craft are just above the old lumber dock on the N side of the river near the mouth. The entrance to Rogue River is protected by stone jetties;

buoys mark the approach. A seasonal light and sound signal are on the seaward end of the NW jetty.

Caution.—The controlling depths in Rogue River channel and basin are usually considerably less than project depth and are subject to continual and pronounced change; vessels are advised not to enter the river without local knowledge.

Rogue River Reef, extending over 4 miles NW from Rogue River entrance, includes many visible and covered rocks; because of the broken bottom, vessels should stay over 5 miles offshore when passing this area. A 0.5-mile-wide channel separates the reef from the beach, but it is not safe to use without local knowledge. A rock, covered 2½ fathoms, is 0.3 mile W of Northwest Rock. **Needle Rock**, 1.1 miles SE of Northwest Rock, is the most prominent of the rocks in the reef; the needle is on the S side.

Island Rock is 1.3 miles off the seaward face of Humbug Mountain. A needle rock is 200 yards off its NW end. Except for two small rocky patches, covered 6¼ and 10 fathoms, within 0.5 mile of the N end of Island Rock, there is deep water around these islands and between them and the beach.

Redfish Rocks are a group of islets covering an area 0.5 mile square, lying 2 miles N of Island Rock and nearly 1 mile offshore. They are six in number and range from 10 to 140 feet in height. Many covered rocks lie within this area.

Port Orford, 6.5 miles S of Cape Blanco and 19 miles N of Rogue River, is a cove that affords good shelter in NW weather, but is exposed and dangerous in S weather. It is easy of access and is probably the best natural NW lee N of Point Reyes.

Klooqueh Rock, 0.3 mile off the NW face of The Heads, is black and conical in shape. It is prominent, especially when coming from the NW inside Orford Reef. Rocky ledges are between this rock and shore. Anchorage may be had in about the center of Port Orford in 5 to 10 fathoms, sand bottom, however, it is reported that many anchors have been lost near the rocky 1¼-fathom shoal 0.2 mile E of the S end of the breakwater. The cove is marked by a lighted bell buoy and a light, 0.5 mile S and 0.8 mile ENE of Tichenor Rock, respectively. Small craft may anchor closer to The Heads where better protection is afforded against the NW winds, which sweep with considerable force through the depression at the head of the cove.

Battle Rock, in the N part of the cove close to shore, is high, narrow, and black; it is detached only at extreme high tides. Visible and covered rocks extend up to 0.5 mile from shore around the cove.

Orford Reef, from 2 to 5 miles offshore between The Heads and Cape Blanco, is composed of a group of irregular rocks up to 149 feet high and ledges, many of which are awash or show a break. Kelp extends from Orford Reef to within 1.3 miles of the shore.

Fox Rock and Southeast Black Rock, 1.3 miles apart, about 5 miles SW of Cape Blanco, are the southernmost rocks of Orford Reef; they usually show a heavy break. **Northwest Rock**, 3 miles SW of Cape Blanco, is the northernmost visible rock of Orford Reef, although several rocks, covered 5 fathoms, are 1.2 miles NE of Northwest Rock.

Cape Blanco Light (42°50'13"N., 124°33'49"W.), 245 feet above the water, is shown from a 59-foot white conical tower near the center of the flat part of the cape.

Numerous covered and visible rocks extend 0.5 mile or more NW from the cape.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

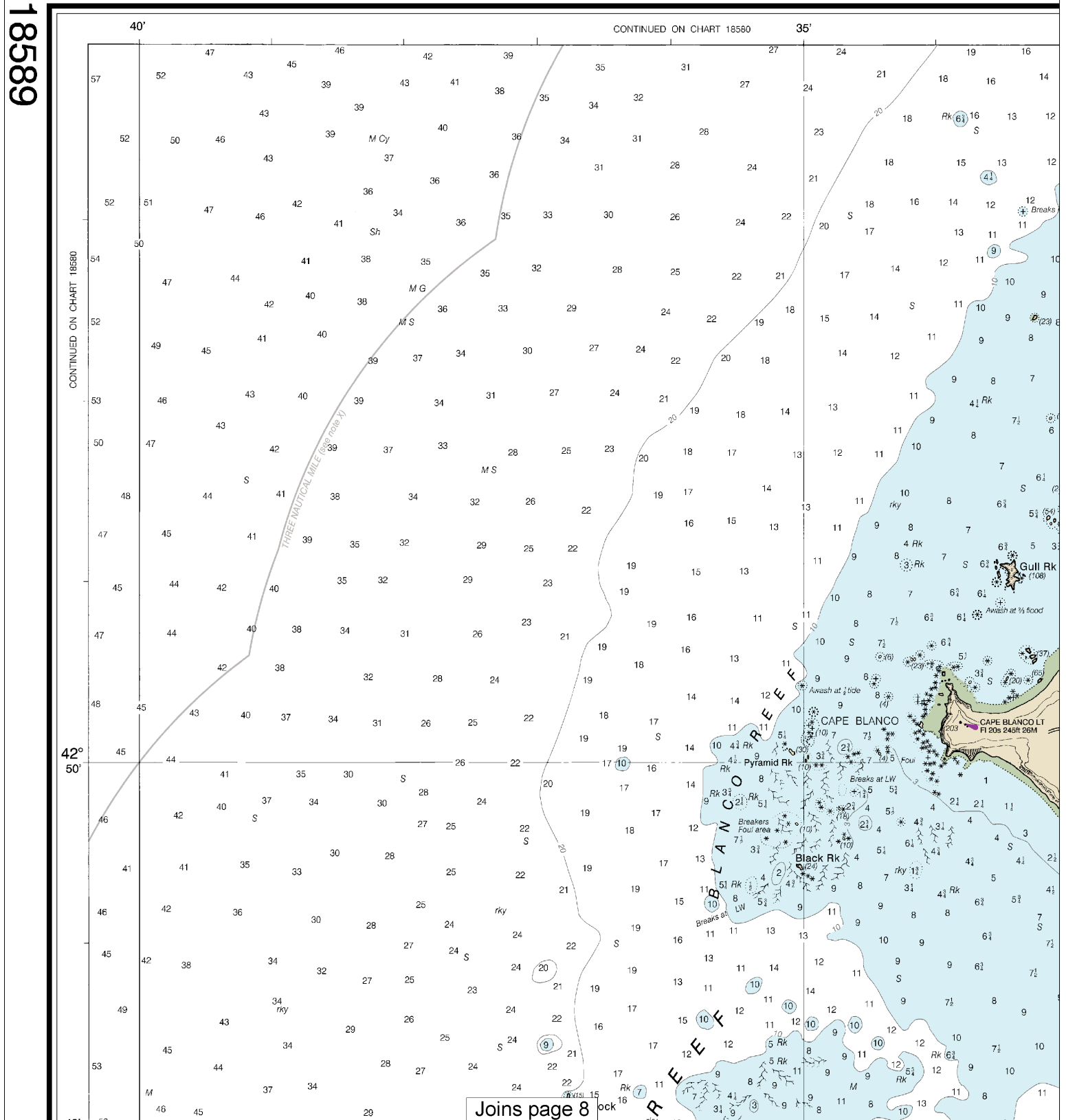
SOUNDINGS IN FATHOMS

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.614' southward and 4.389' westward to agree with this chart.

Form

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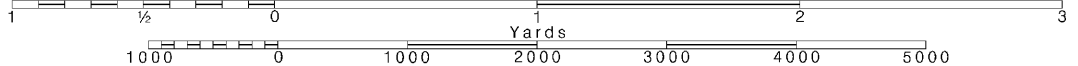
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

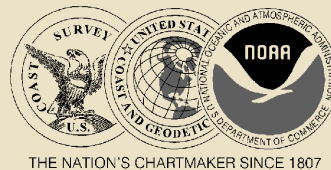
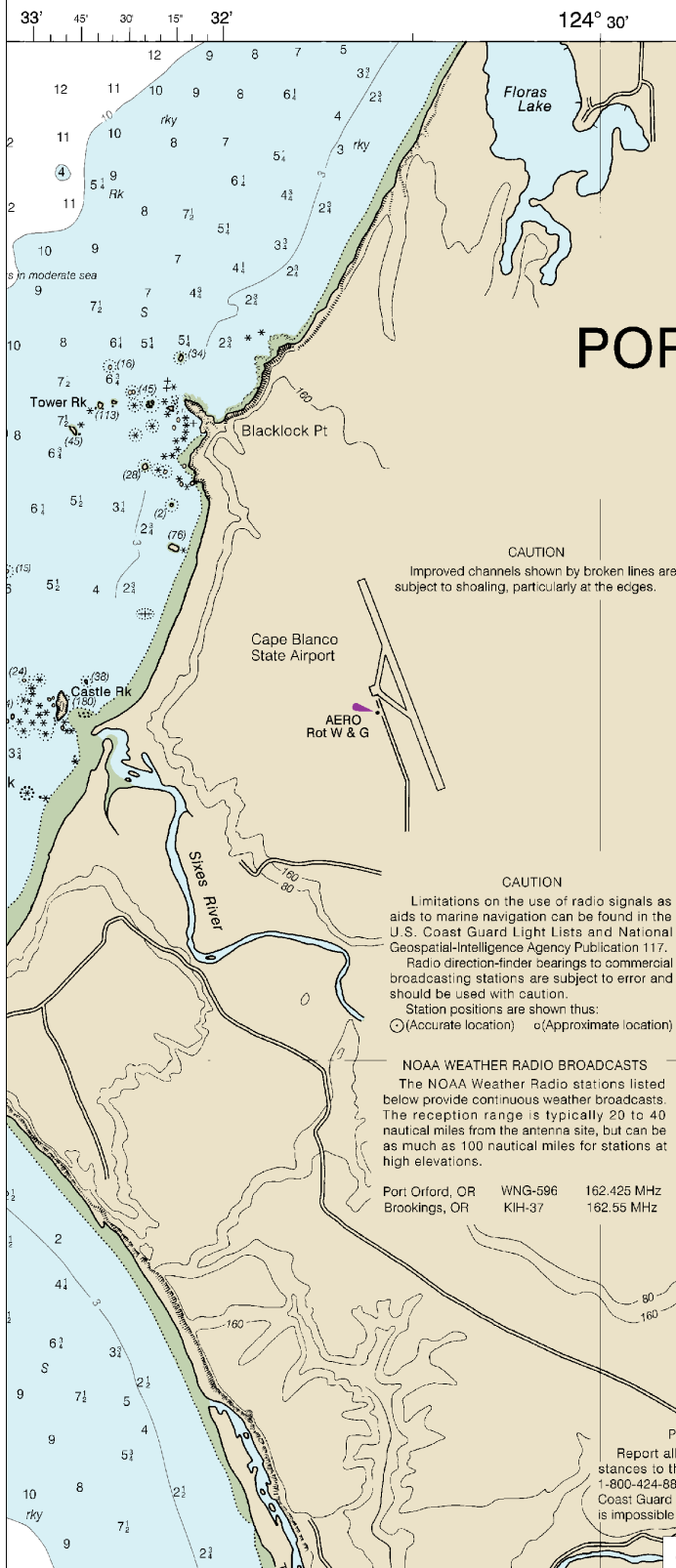


NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOAA encourages users to submit inquiries, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/cont>

merly C&GS 5952, 1st Ed., June 1892 C-1930-339 KAPP 1798



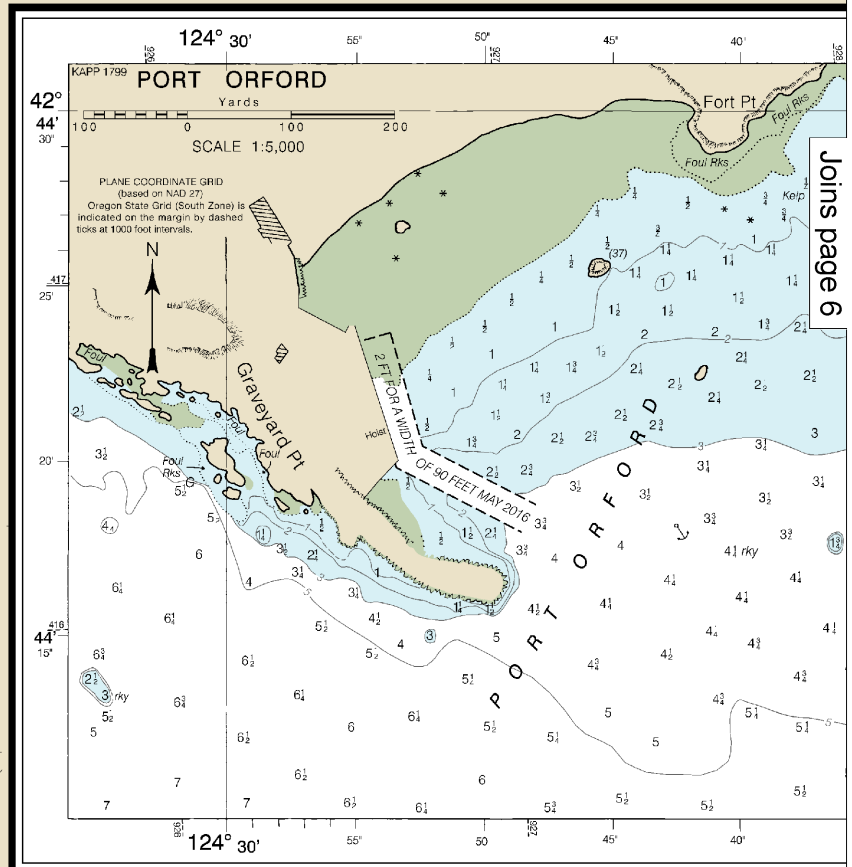
UNITED STATES - WEST COAST
OREGON

PORT ORFORD TO CAPE BLANCO

Mercator Projection
Scale 1:40,000 at Lat 42°47'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.



POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Joins page 9

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
Port Orford		(42°44'N/124°30'W)	feet 7.4	feet 6.8	feet 1.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

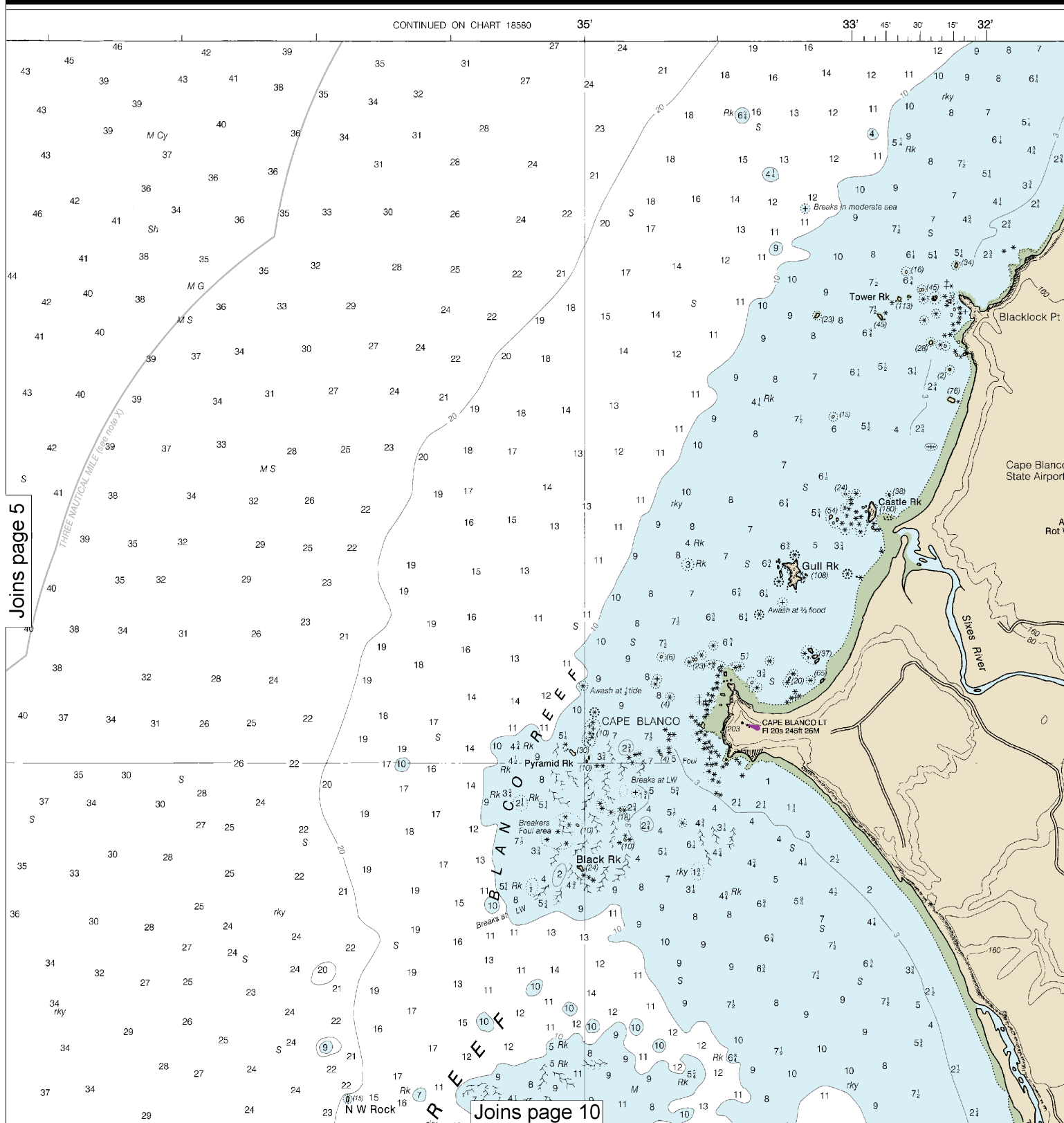
This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

5

Joins page 5

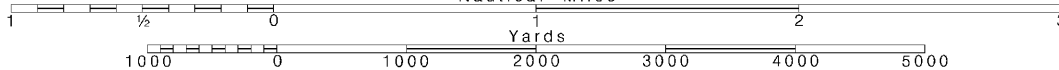
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Formerly C&GS 5952, 1st Ed., June 1892 C-1930-339 KAPP 179



~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



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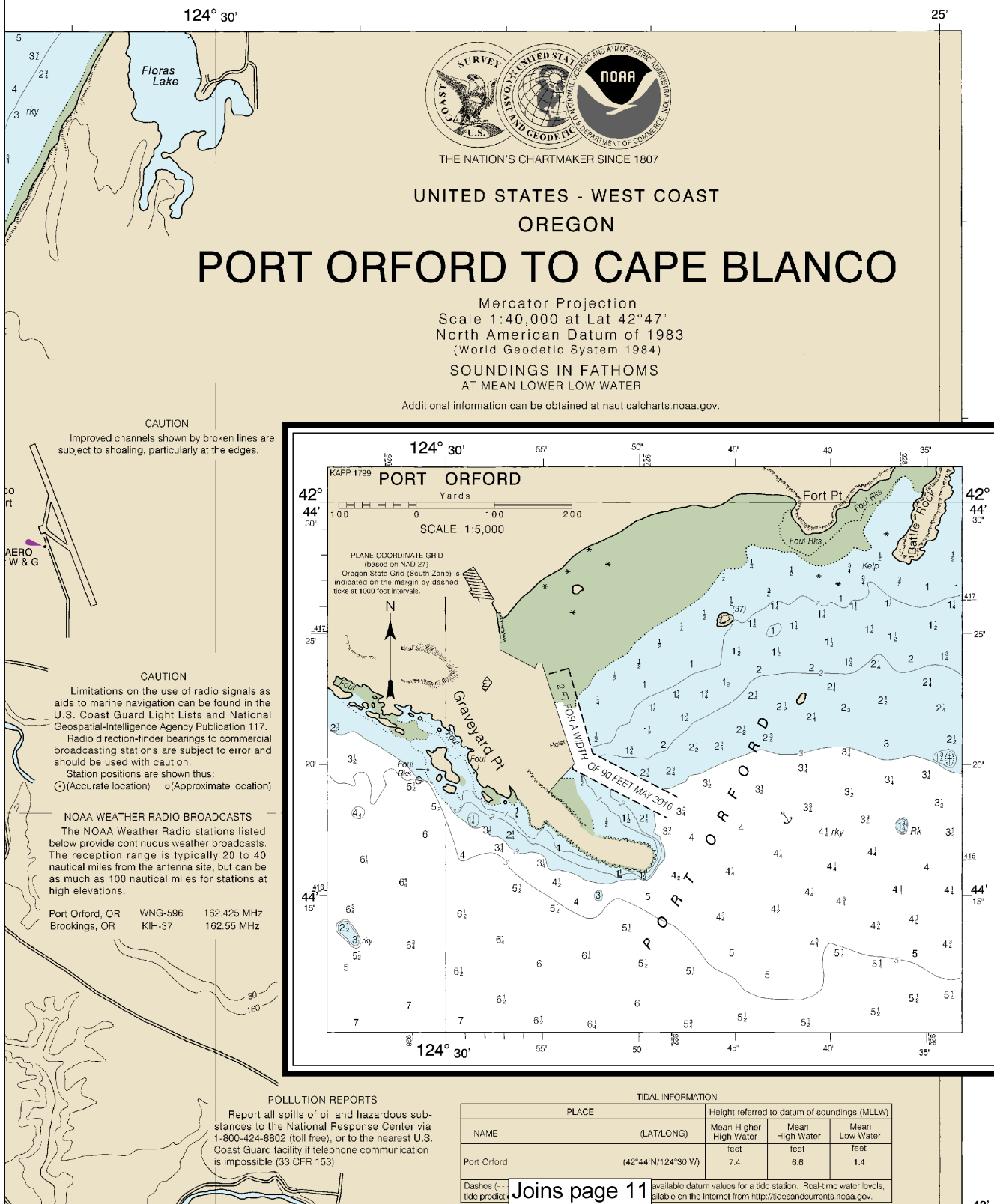
NOTE X

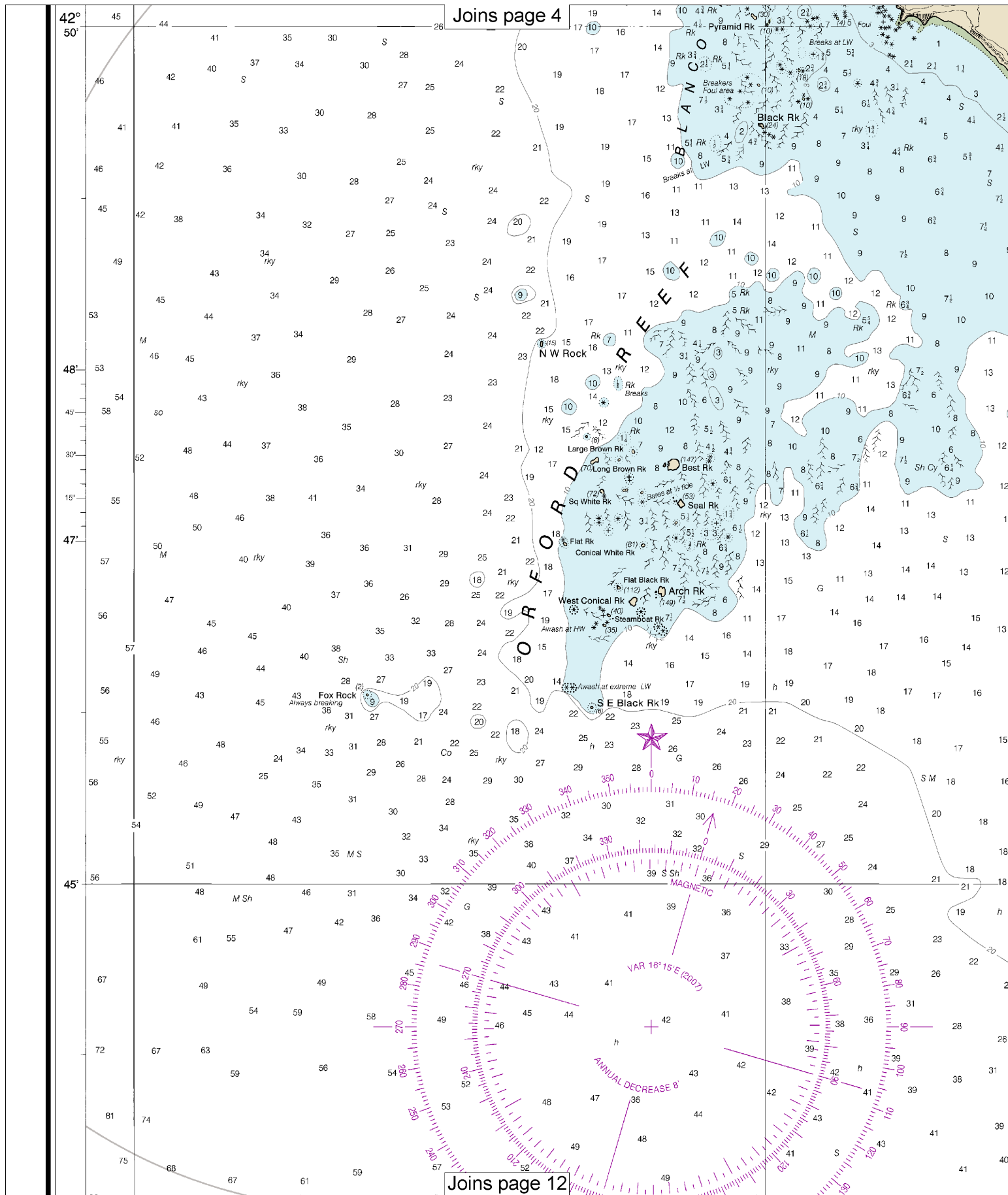
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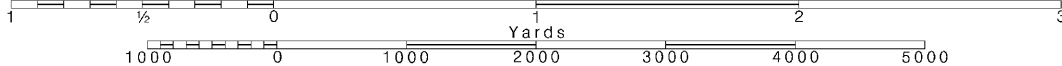
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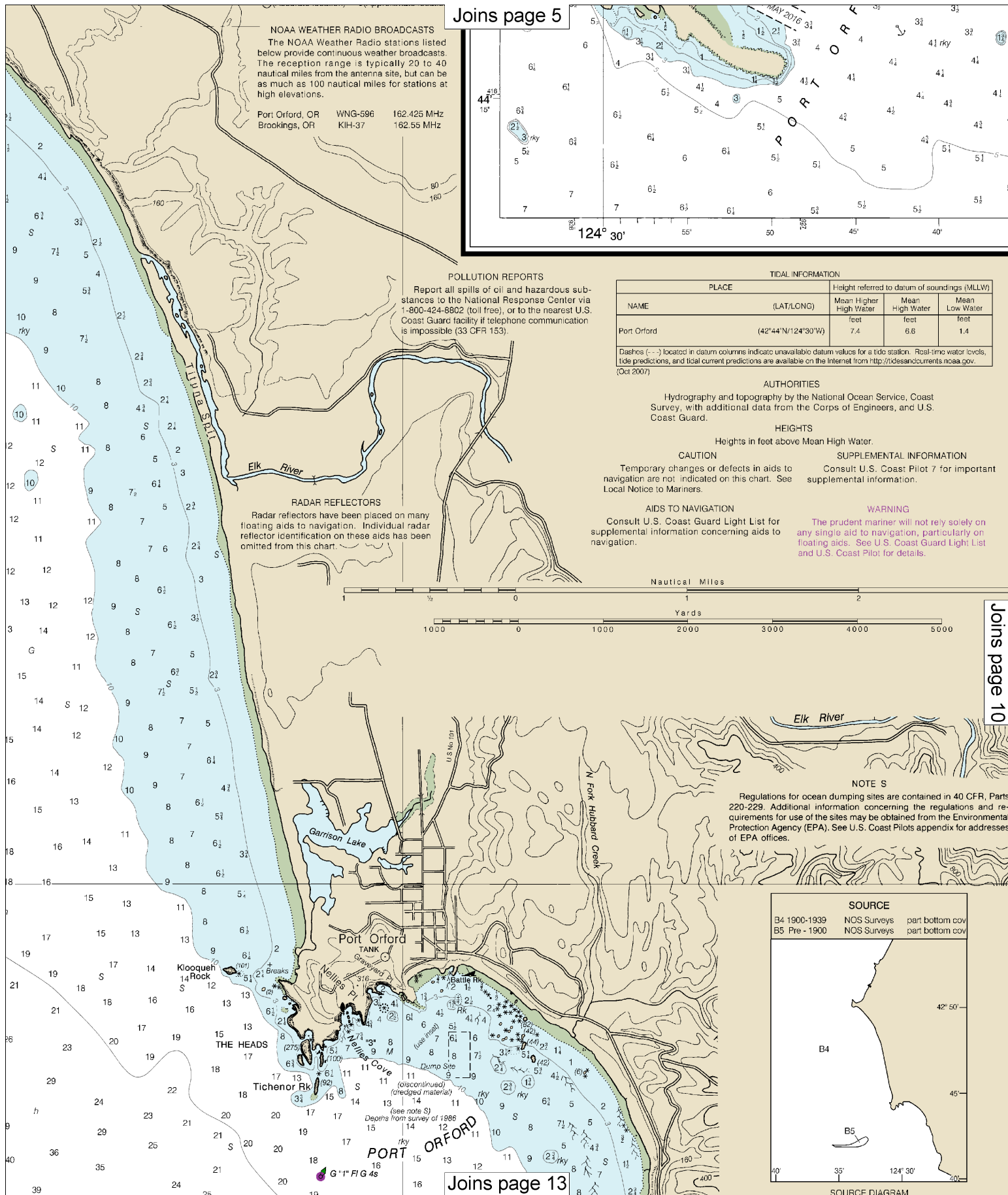
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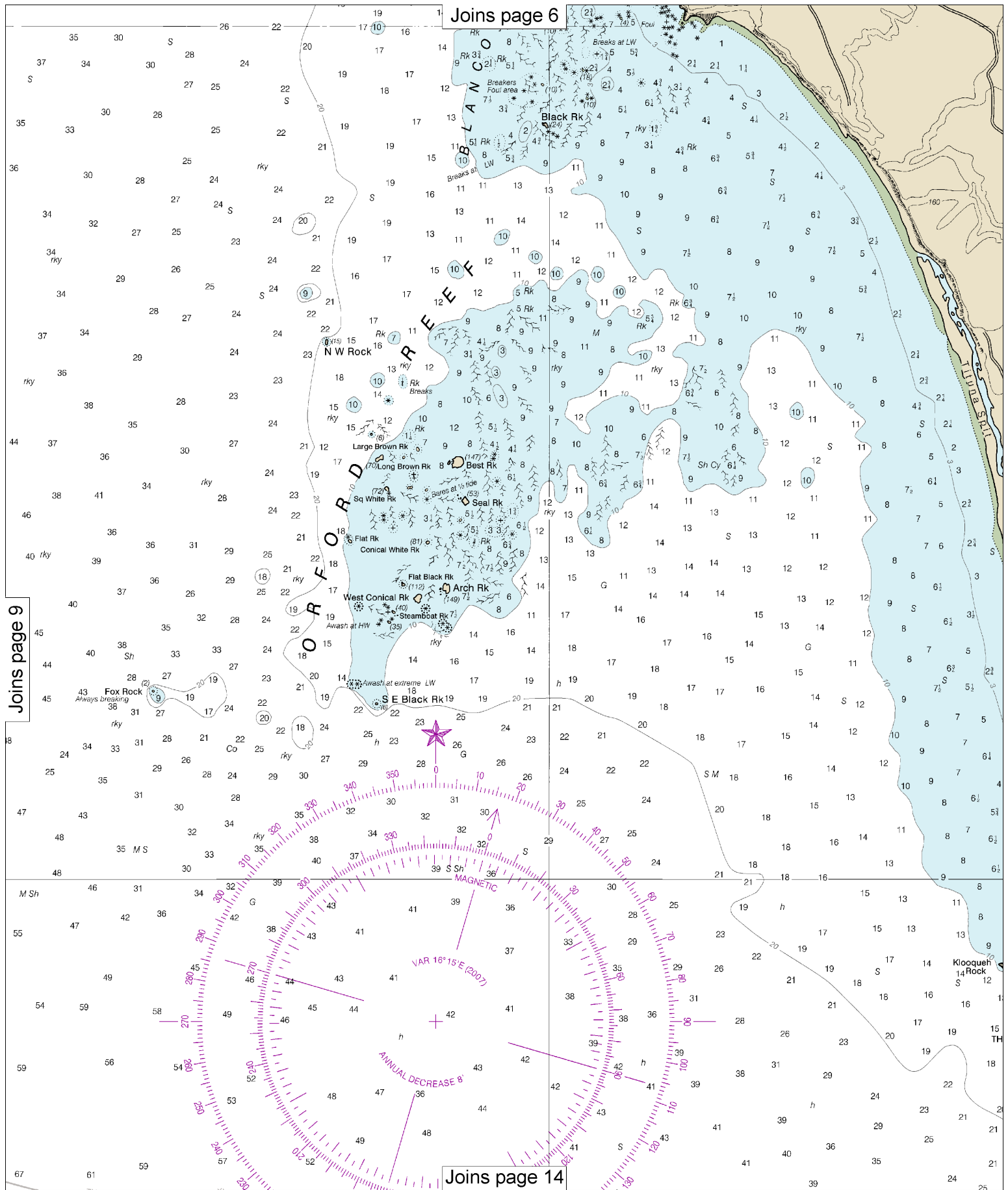
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SCALE 1:40,000
Nautical Miles

See Note on page 5.

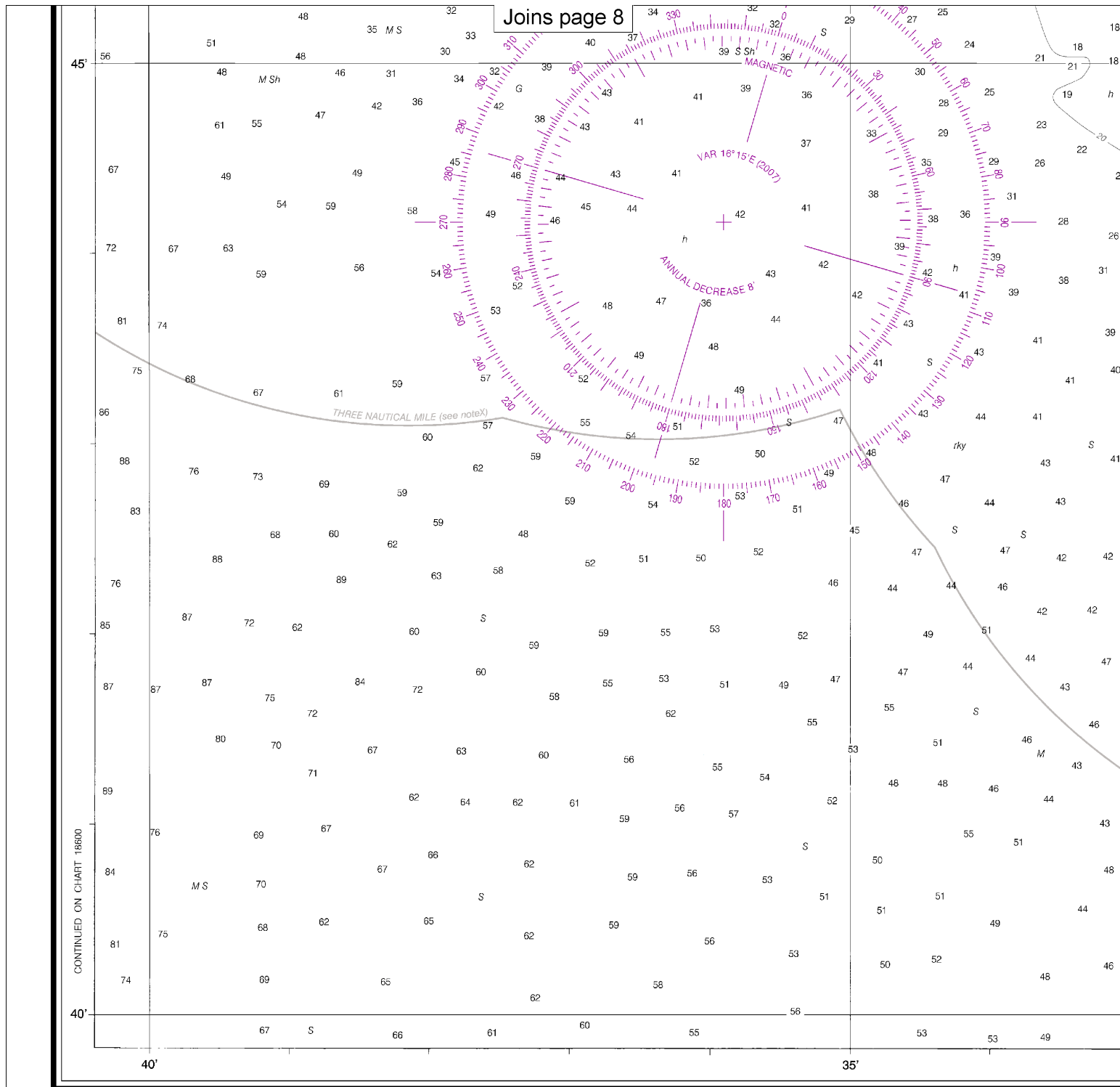






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16th Ed., Oct. 2007. Last Correction: 8/26/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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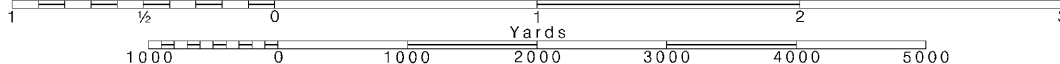
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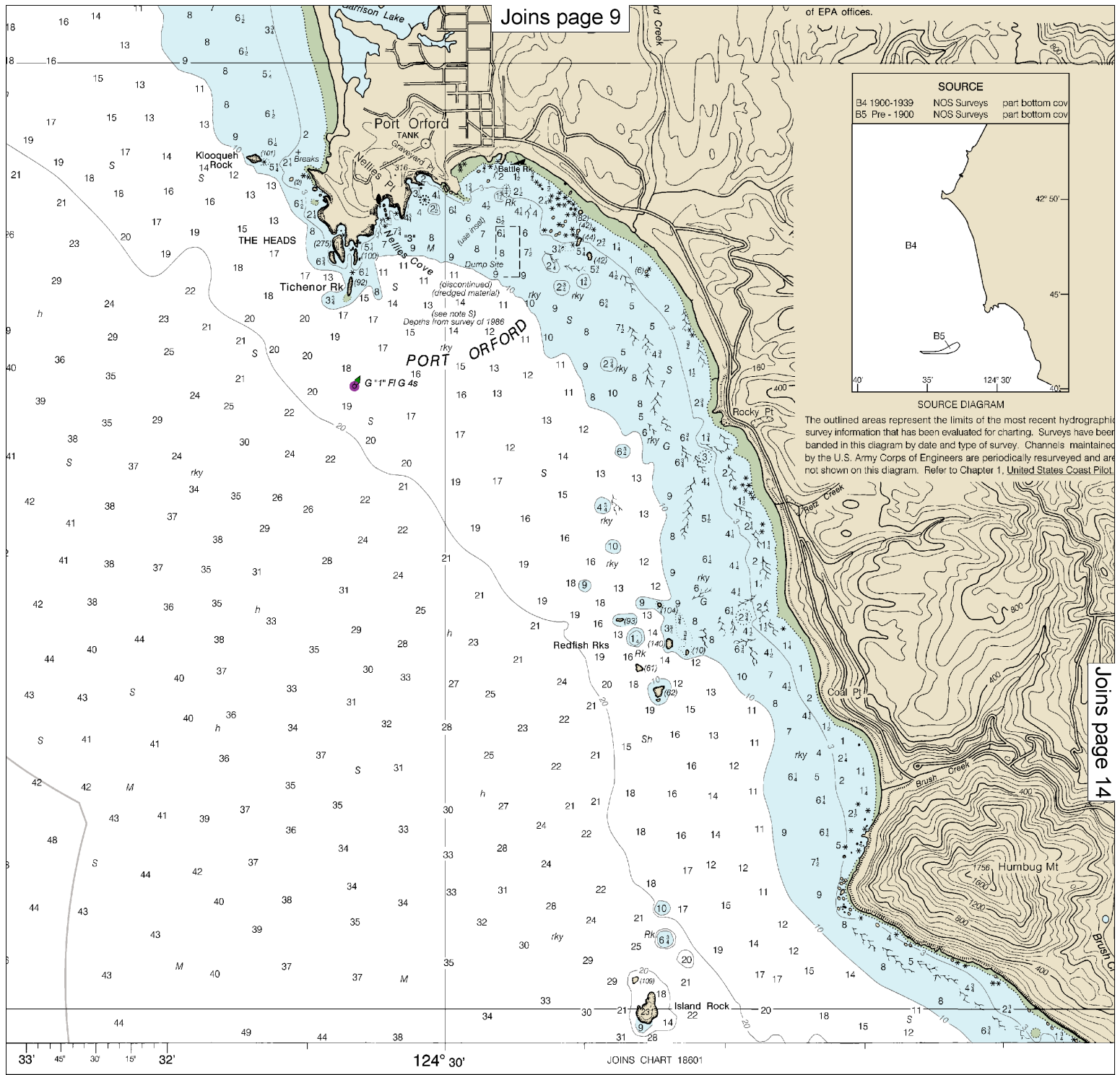
Note: Chart grid
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

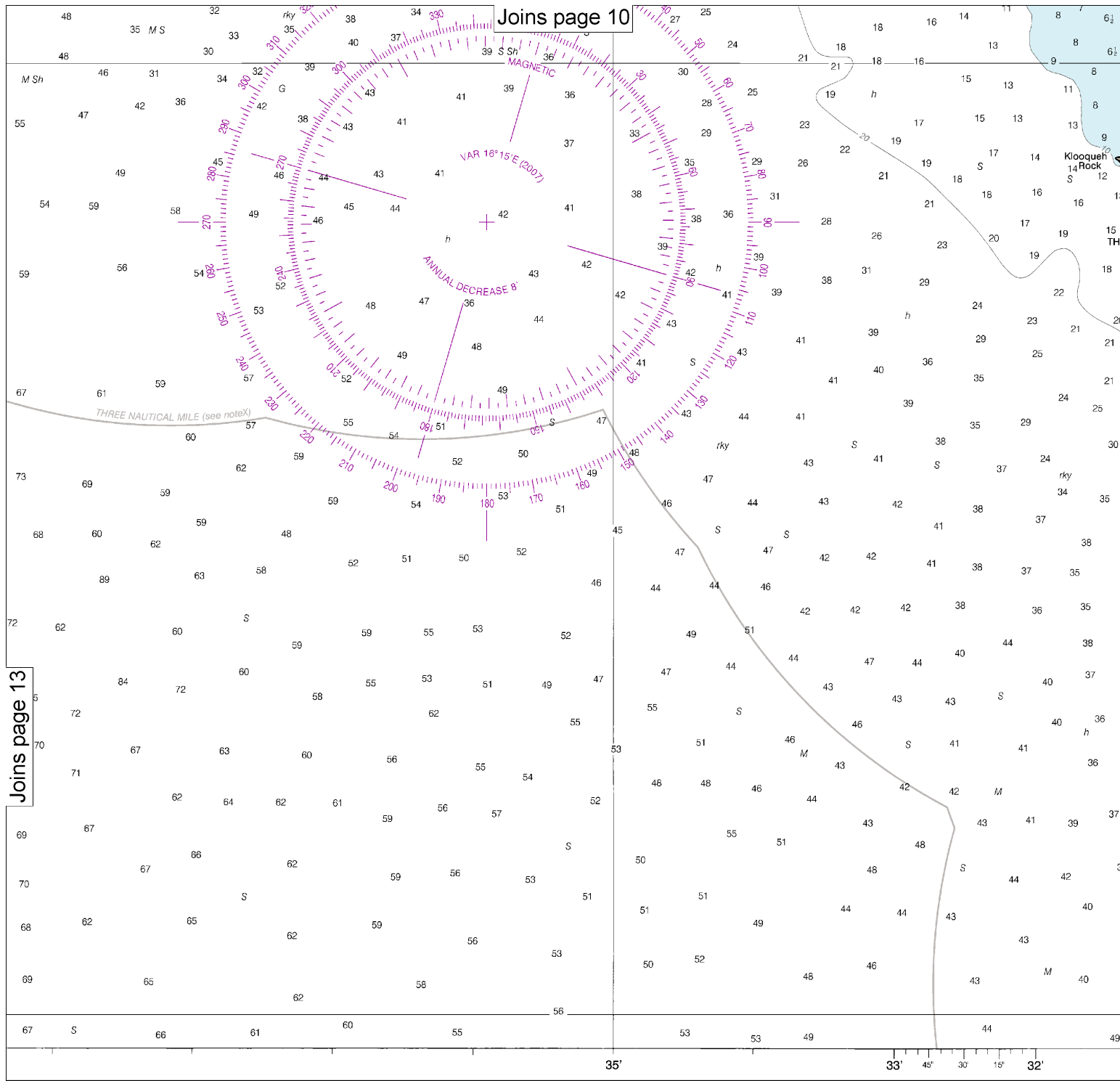
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DEPARTMENT OF COMMERCE
NAUTIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Port Orford to Cape Blanco
SOUNDINGS IN FATHOMS-SCALE 1:40,000
SOUNDINGS IN FATHOMS



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007. Last Correction: 8/26/2016. Cleared through:
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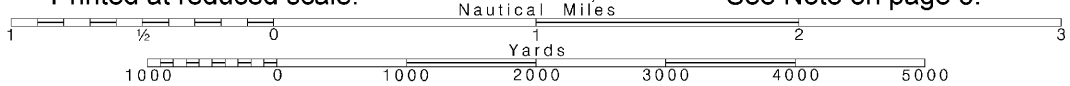
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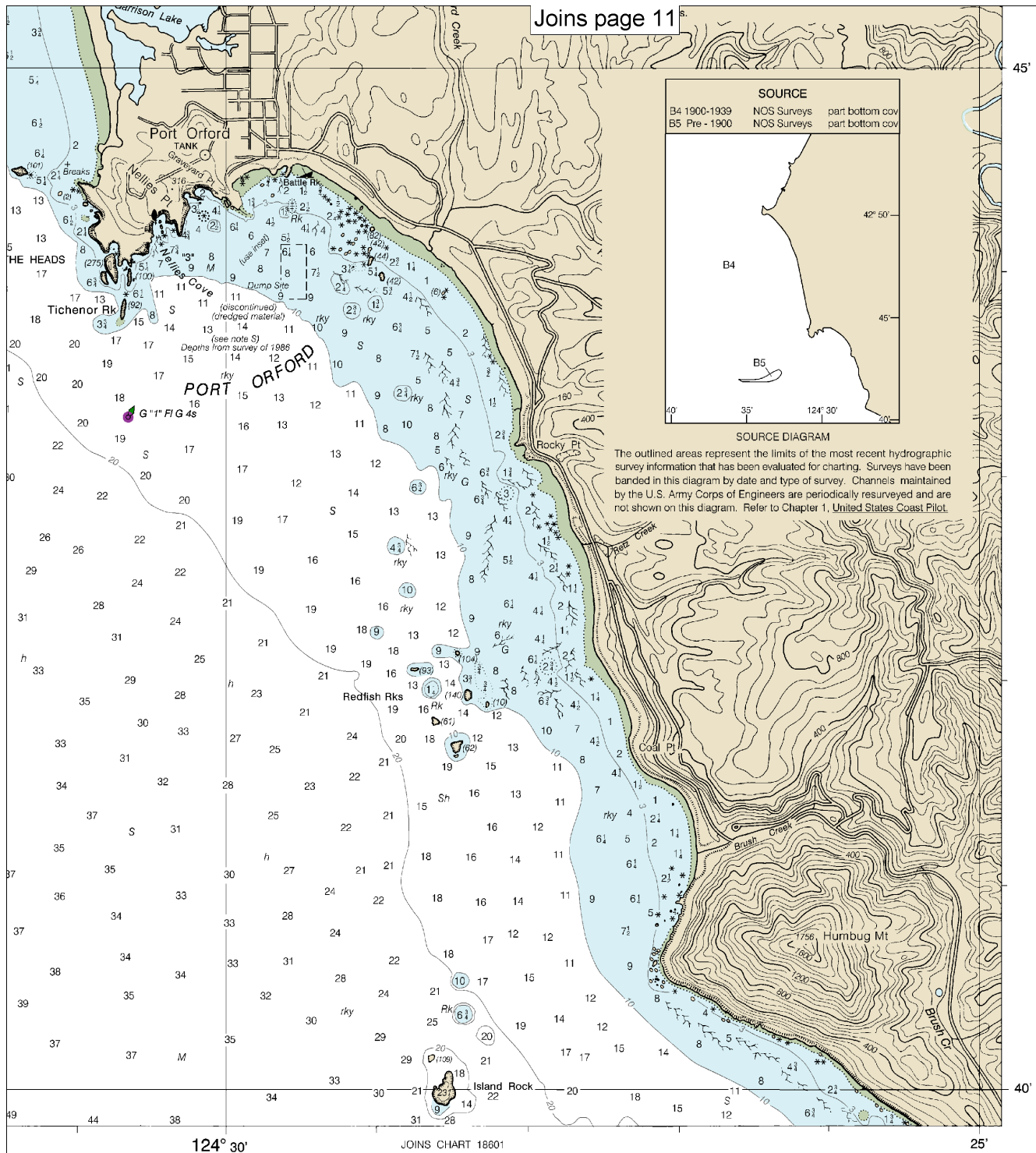
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SCALE 1:40,000
Nautical Miles

See Note on page 5.





Port Orford to Cape Blanco
SOUNDINGS IN FATHOMS-SCALE 1:40,000

SOUNDINGS IN FATHOMS

18589



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.